

HEADQUARTERS

AIR DEFENSE COMMAND

ENT AIR FORCE BASE

(COLORADO)

1 May 1965

OPERATION ORDER 15-1

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HQ ADC OPERATION ORDER
NUMBER 65-6

HEADQUARTERS AIR DEFENSE COMMAND
ENT AIR FORCE BASE, COLORADO
1 May 1965

RECORD OF CHANGES

RECORD CHANGES IMMEDIATELY UPON RECEIPT

CHANGE NR	DATE ENTERED	ENTERED BY
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DISTRIBUTION

	<u>Copies</u>
28 Air Div	5
29 Air Div	5
Hq NORAD (NOOP-T)	1
Hq USAF (AFXOPN)	3
Hq ADC	20
LAADS	5
OCADS	3
329 Ftr Intcp Sq	2
331 Ftr Intcp Sq	2
456 Ftr Intcp Sq	2
Wea Recon Sq Proj VI	2
750 Radar Sq	<u>2</u>
Total	52

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PREFACE

1. The long title of this order is ADC Operation Order 65-6; the short title is "Hungry Boys II."
2. This plan is effective upon receipt. Its purpose is to collect and analyze data obtained during high altitude intercept training for future air defense planning.
3. The office of origin of this plan is the Directorate of Aerospace Tactics and Training (ADOTT-D), Headquarters Air Defense Command, Ent Air Force Base, Colorado.

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OPERATION ORDER
NUMBER 65-6

HEADQUARTERS AIR DEFENSE COMMAND
Ent Air Force Base, Colorado
1 May 1965

SECURITY CLASSIFICATION: UNCLASSIFIED. This Operation Order is Unclassified. Reproduction of this order in whole or in part is prohibited without referral to Headquarters Air Defense Command (ADOTT).

References: SAC/NORAD Manual 51-25, Hq USAF Ops Plan "Hungry Boys II, applicable maps and charts, as required.

TASK ORGANIZATIONS:

ADC

28 Air Division

29 Air Division

1. SITUATION: ADC Headquarters is currently and will in the future conduct high altitude training missions to collect and evaluate data obtained for further Air Defense planning and to support Hq USAF requirements. All missions conducted under this Operation Order will be designated "Hungry Boys II".

a. Enemy Forces. Omitted.

b. Friendly Forces: NORAD.

2. MISSION. High altitude intercept training will be conducted to increase performance data on interceptor aircraft, to evaluate standard Air Defense tactics, and to satisfy Hq USAF requirements.

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3. EXECUTION.

a. Concept of Operations. Headquarters ADC will acquire high altitude target aircraft for this Operation Order as required. Target routes will be conducted within R-2508, Edwards AFB Flight Test Area, and will be forwarded to Headquarters, 28 Air Division for further dissemination to Los Angeles Air Defense Sector.

b. Tasks of Forces:

(1) Headquarters ADC will:

(a) Forward the following information to 28 Air Div: target call sign (Hungry Boy _____), approximately ETD, ETA to each major check point and/or reporting point. Special remarks will be included regarding any required print-outs of radar positioning reports, portions of the flight where the target will not be available for intercepts, or any other remarks/requested.

(b) Insure that target aircrews are briefed on the provisions of SAC/NORADM 51-25 and on the contents of this Operation Order.

(c) Require target aircrews to contact Los Angeles Air Defense Sector (LAADS) on (UHF) as soon as possible after departure from Edwards and request flight following, position reporting to FAA on cross tell.

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(d) Require target aircrews to contact LAADS for appropriate ARTCC frequency at termination of flight.

(e) Target aircrews may execute changes in direction and/or altitude, when possible, to prevent effective interception.

(f) Provide ADC project officer (ADOTT-D). This project officer, in coordination with the LAADS project officer will use extreme caution in planning Hungry Boy operations to prevent civil disturbances created by sonic booms.

(g) The ADC project officer will commence action in maximum possible advance time to secure restricted/operating areas.

(h) ADC project officer, in coordination with ADC staff will complete final summary report at the conclusion of each series of Hungry Boy II operations.

(2) Headquarters 28 Air Division (28OTN-I) will:

(a) Forward route and special remarks, via telephone, to the LAADS project officer, Col Byrne, Director of Operations, Los Angeles Air Defense Sector. These telephone messages will be followed up by priority message.

(b) Direct LAADS to track the target aircraft as soon as possible after departure from Edwards AFB and to pass target track to adjacent Air Defense Sector.

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(c) Insure that aircrews and ground environment personnel are briefed on the provisions of SAC/NORADM 51-25 and the contents of this Operation Order.

(d) Appoint a project officer to monitor the target/interceptor activities and provide Headquarters ADC (ADOTT-D) with names and telephone numbers of division office responsible for receiving and passing on the target flight information/requirements. Assist as required in obtaining restricted/operating areas.

(3) Headquarters 29 Air Division will:

(a) Provide the required number of interceptor aircraft and aircrews to support this Operation Order, as directed.

(b) Provide necessary airlift support for interceptors deployed to conduct this mission.

(c) Appoint a project officer and provide Headquarters ADC with names and telephone numbers of division office responsible for support of this Operation Order.

(4) Los Angeles Air Defense Sector will:

(a) Insure that aircrews and ground environment personnel are briefed on the provisions of SAC/NORADM 51-25 and on the contents of this Operation Order.

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(b) Provide the required number of aircraft and aircrews to support this Operation Order, as directed.

(c) Insure that interceptors do not carry any armament and the mode of attack will be as specified in Frag Orders issued by Headquarters USAF.

(d) Limit UHF transmissions to target pilots to the absolute minimum. Transmissions regarding interceptor relative position are not required, unless requested prior to the mission.

(e) Break the interceptor off the target if the aircrew has not established visual contact by three nautical miles.

(f) Forward required position reports for target aircraft to the appropriate ARTCC and coordinate with ARTCC for UHF radio contact with the target.

(g) Assign one IND and IND-T as target monitor, monitoring target frequency throughout the mission.

(h) Record GEOREF position of target aircraft at 5-minute intervals while target aircraft is within R-2508.

(i) Unless otherwise specified in the Frag Order, utilize the 750 AC&W Squadron, Boron AFS, for tracking and intercept control during missions. Particular emphasis should be placed on target tracking throughout each mission. The 750th AC&W squadron will be responsible for:

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1 The requirements contained in paragraphs 3b(4)(a)(c)(d)(e)(f) and (g) above.

2 Coordination with adjacent sectors or NCC's to insure continuity of flight following information is provided/maintained.

(j) Assist as required in arranging for restricted/operating areas, coordination with FAA, etc.

(5) Fighter Interceptor Squadrons will:

(a) Schedule interceptors against target aircraft as directed.

(b) Insure that interceptor aircrews are briefed on SAC/NORADM 51-25 and on the contents of this Operation Order.

(c) Insure that the interceptors do not carry armament, and the mode of attack will be as specified by ADC Project Officer(s).

(d) Thoroughly brief interceptor aircrews on the following restrictions:

1 Interceptors will not approach closer than 3000 feet vertical distance below the target.

2 Interceptors will not approach closer than 3000 feet horizontal distance of the target aircraft.

3 Intercept will be discontinued if interceptor pilot has not established a visual contact within three nautical miles.

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4 No intercept will be made unless the weapons controller has positively identified both the target and interceptor.

5 Interceptors will not pull up, fly above or cross in front of the target aircraft.

x. Additional Instructions

(1) Interceptor aircrews will wear pressure suits for all Hungry Boys II flights.

(2) Particular care will be exercised by all concerned in planning target routes, supersonic operations, interceptor break-away, etc. to avoid civil disturbances created by sonic booms. Acceleration and intercept activities will be confined to R-2508.

(3) The ADC project officer, in coordination with the intercept controlling agency and Ftr Intcp Sq concerned, will establish minimum break-off and recovery fuel states and will plan alternate recovery bases for each mission.

(4) All aircrews will be carefully briefed before each mission, with emphasis on safety, objectives, and requirement to adhere to briefed mission profiles in order that maximum valid data can be collected.

(5) Intercept control will be manual GCI unless otherwise dictated. Utilization of SIF/IFF will be as briefed for the mission.

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4. ADMINISTRATION. Announcement or release of information on the provisions of this order is not considered appropriate. Refer all queries from news media to Headquarters ADC (ADOTT-D).

5. COMMUNICATIONS.

a. Due to the very limited time between notification of pending missions, it is mandatory that telephone communications be the primary mean of forwarding the required information. Whenever necessary, telephone priorities will be used to expedite forwarding of pending mission information.

b. UHF frequencies for communications between DC's, NGCI's, NCC's and target aircraft will be as pre-briefed. Due to the demanding mission of target aircrews, they will be unable to change frequencies, therefore, only one or two pre-briefed UHF frequencies should be used.

c. If UHF radio contact cannot be established between the controlling agency and the target, intercepts will not be conducted. However, DC's will continue tracking the target and pass position reports to FAA.

6. REPORTING. All fighter interceptor and ground intercept control units will submit the following information to Headquarters ADC. (Reports will be classified Confidential.)

a. Target Track- Target actual track, speed, altitude, time and position.

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b. Interceptor Track:

(1) Acceleration run and pull up: Plot of interceptor run consisting of time vs. speed, altitude, position and distance to target.

c. GCI and interceptor pilot track and sequence of events.

d. Detailed report of GCI controller commands and pilots report.

e. Pilot Derived Data:

(1) Target sighting(s) in feet (est) and position upon sighting, degrees from interceptor nose (est).

(2) Pilot comments on high altitude visual detection, i.e., what target feature best facilitated detection; was detection easier on climb or plateau; if target not detected, why? What was minimum closure distance?

(3) Pilot comments on aircraft maneuverability after detection was made.

(a) From time of detection how long did it take to get simulated missile firing.

(b) Time it required to determine if target had been detected (not a speck on windshield) _____ seconds.

(c) Time required to maneuver interceptor in order to get missile tone _____ seconds.

(d) Time required to make decision and simulate firing AIM _____ seconds.

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(e) Firing range (est) _____ feet.

f. Maintenance Derived Data (Report will be classified):

(1) Engine performance:

(a) Afterburner operation (if A/B blow out occurs, indicate at what altitude and Mach).

(b) Compressor stalls (indicate altitude and Mach when stall occurred).

(c) Exhaust Gas Temperatures (maximum reading, altitude and Mach).

(d) RPM (maximum reading, altitude, and Mach).

(e) In-flight: Oil pressure (minimum and maximum reading, include altitudes.)

(f) Ground check:

1 Submit SOAP sample after each flight.

2 Close after flight inspection of pressurized engine bay area.

(2) Airframe Performance:

(a) Flight control system.

(b) Pressurization (normal-emergency).

(c) Flight instruments.

(3) Fire Control System:

(a) C, N and L.

(b) MA-1 system operation.

(c) Malfunctions attributed to altitude (indicate altitude loss occurred and type malfunction).

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(4) Ground Maintenance Actions: Fully document
all maintenance performed on mission aircraft.

OFFICIAL:

for Carl T. Heaven
V. J. DeARMOND

Colonel, USAF
Acting Director, Directorate of
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